

U.S. Department  
of Transportation

United States  
Coast Guard



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## LOCAL NOTICE TO MARINERS

### COASTAL WATERS FROM EASTPORT, MAINE TO SHREWSBURY, NEW JERSEY

## WEEKLY SUPPLEMENT

INTERNET ADDRESS

HTTP://www.navcen.uscg.mil

OR

FTP://ftp.navcen.uscg.mil

Weekly supplemental editions contain new information only available following the monthly edition. NOTE: Chart corrections and Light List changes appear only once each. A complete listing of current discrepancies and temporary changes appear in the monthly issue, LNM 27/00. Subscription to this weekly publication is free. If you have questions about the LNM or wish to be on the mailing list, contact:

#### COMMANDER, FIRST COAST GUARD DISTRICT (oan)

408 Atlantic Avenue, Boston, Massachusetts 02110-3350

Telephone (Day): 1-800-848-3942. To order LNM: Ext. 8335 (After 4:30 p.m. Ext. 7722)

24 Hour FAX: (617) 223-8073

Coast Guard's Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647.

Hearing impaired (TDD) 1-800 689-0816

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All bearings are in degrees TRUE - All times are in Local Time unless otherwise noted.

NOTE: A vertical line in the RIGHT MARGIN of sections I, V, VI, VII indicates new information.

#### BROADCAST NOTICE TO MARINERS

The following Broadcast Notice to Mariners (BNM's) have been issued since last week:

|                         |           |    |      |
|-------------------------|-----------|----|------|
| First District          | CG1- 0249 | to | 0257 |
| Group Boston            | BOS- 0083 | to | 0086 |
| Group Long Island Sound | LIS- 0109 | to | 0111 |
| Group Moriches          | MOR- 0090 | to | 0092 |
| Group New York          | NEW- 0186 | to | 0191 |
| Group Portland          | POR- 0043 | to | 0047 |
| Group Southwest Harbor  | SWH- 0043 | to | 0046 |
| Group Woods Hole        | WHO- 0129 | to | 0135 |

Light List Reference: ATLANTIC COAST, VOLUME 1, COMDTPUB P16502.1, 1999 Edition

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**I SPECIAL NOTICES** This section contains information of Special concern to the Mariner.

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NONE THIS WEEK

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**II DISCREPANCIES** This section lists all discrepancies to Aids to Navigation reported and corrected since the last published list. A discrepancy is a change in the status of an aid to navigation that differs from what is published and or charted.

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DISCREPANCIES (since last week)

| LLNR | Name of Aid             | Status   | Chart<br>Affected | BNM<br>Ref. | LNM<br>Ref. |
|------|-------------------------|----------|-------------------|-------------|-------------|
| 45   | PORTLAND LHB P          | RAC INOP | 13003             | CG1-0255-00 | 29/00       |
| 410  | BOSTON LHB B            | RAC INOP | 13003             | CG1-0253-00 | 29/00       |
| 5883 | COWSEAGAN NARROWS BY 15 | BUOYSINK | 13293             | POR-0046-00 | 29/00       |

|       |                         |          |       |             |       |
|-------|-------------------------|----------|-------|-------------|-------|
| 5885  | COWSEAGAN NARROWS BY 17 | OFF STA  | 13293 | POR-0045-00 | 29/00 |
| 7480  | PORTLAND LHB P          | RAC INOP | 13290 | CG1-0255-00 | 29/00 |
| 12240 | COHASSET HARBOR BUOY 6  | MISSING  | 13270 | BOS-0085-00 | 29/00 |
| 19720 | BLOCK IS BKW LT 3       | FS INOP  | 13218 | WHO-0135-00 | 29/00 |
| 20155 | SEAFLOWER REEF LT       | LT EXT   | 13214 | LIS-0111-00 | 29/00 |
| 36895 | ERIE BASIN ENT CH LT 2  | MISSING  | 12334 | NEW-0190-00 | 29/00 |

#### DISCREPANCIES CORRECTED

| LLNR  | Name of Aid                   | Status            | Chart<br>Affected | BNM<br>Ref. | LNM<br>Ref. |
|-------|-------------------------------|-------------------|-------------------|-------------|-------------|
| 95    | WOOD IS LT                    | RELIGHTED         | 13287             | POR-0044-00 | 28/00       |
| 330   | EASTERN PT LT                 | WATCHING PROPERLY | 13281             | BOS-0083-00 | 29/00       |
| 475   | HUMAROCK LWB H                | RELIGHTED         | 13267             | CG1-0230-00 | 26/00       |
| 640   | BLOCK IS SE LT                | WATCHING PROPERLY | 13218             | CG1-0139-00 | 16/00       |
| 1345  | CUMMINGS LDG BY 18A           | WATCHING PROPERLY | 13326             | SWH-0042-00 | 28/00       |
| 2065  | EAST BUNKER LGB 2             | RELIGHTED         | 13321             | SWH 0043-00 | 28/00       |
| 2350  | WEAVER LDG BY 1               | WATCHING PROPERLY | 13318             | SWH-0045-00 | 29/00       |
| 3190  | ROARING BULL LBB 2            | WATCHING PROPERLY | 13313             | SWH-0046-00 | 29/00       |
| 3880  | FOX ISLANDS THOROFARE BY 5    | WATCHING PROPERLY | 13308             | SWH-0044-00 | 28/00       |
| 6934  | MEREPOINT BY 2                | WATCHING PROPERLY | 13290             | POR-0047-00 | 29/00       |
| 7445  | ROYAL RIV CH BY 12            | WATCHING PROPERLY | 13290             | POR-0043-00 | 28/00       |
| 9535  | ESSEX BAY CH BY 17            | RESET ON STATION  | 13279             | BOS-0081-00 | 27/00       |
| 9685  | ANNISQUAM RIV CH BY 23        | WATCHING PROPERLY | 13281             | BOS-0082-00 | 28/00       |
| 10665 | SAUGUS RIV APP CH BY 7        | WATCHING PROPERLY | 13275             | BOS-0084-00 | 29/00       |
| 12175 | COHASSET WESTERN CHANNEL B 6W | WATCHING PROPERLY | 13270             | BOS-0086-00 | 29/00       |
| 13110 | BARNSTABLE HBR ENT LB 8       | WATCHING PROPERLY | 13251             | WHO-0131-00 | 28/00       |
| 15990 | BLOCK IS SE LT                | WATCHING PROPERLY | 13218             | CG1-0139-00 | 16/00       |
| 16145 | HOG IS CH LT 5                | WATCHING PROPERLY | 13236             | WHO-0134-00 | 29/00       |
| 19705 | BLOCK IS OLD HBR CH BY 7      | WATCHING PROPERLY | 13217             | WHO-0113-00 | 25/00       |
| 19720 | BLOCK IS BKW LT 3             | SEE ABOVE         | 13218             | WHO-0112-00 | 25/00       |
| 19850 | ENDEAVOR SHOALS LGB 1         | RELIGHTED         | 13215             | MOR-0091-00 | 28/00       |
| 22980 | CONNECTICUT RIV BY 57         | RESET ON STATION  | 12377             | LIS-0109-00 | 28/00       |
| 23715 | GUILFORD HBR LBB 4            | RELIGHTED         | 12374             | LIS-0110-00 | 29/00       |
| 29270 | EAST CH LB 12                 | WATCHING PROPERLY | 12352             | MOR-0092-00 | 28/00       |
| 30291 | MORICHES BAY BY 10            | WATCHING PROPERLY | 12352             | MOR-0073-00 | 18/00       |
| 35035 | SWASH CH RR LT                | WATCHING PROPERLY | 12402             | NEW-0149-00 | 21/00       |
| 37350 | KILL VAN KULL CH JCT LB A     | RESET ON STATION  | 12333             | NEW-0189-00 | 29/00       |
| 37475 | NEWARK BAY CH LT 15           | WATCHING PROPERLY | 12333             | NEW-0005-00 | 02/00       |
| 37725 | TARRYTOWN S CH BY 5           | WATCHING PROPERLY | 12343             | NEW-0099-00 | 12/00       |
| 38545 | HUDSON RIV LB 128             | WATCHING PROPERLY | 12347             | NEW-0191-00 | 29/00       |

#### DISCREPANCIES (PRIVATE AIDS)

| LLNR                  | Name of Aid | Status | Chart<br>Affected | BNM<br>Ref. | LNM<br>Ref. |
|-----------------------|-------------|--------|-------------------|-------------|-------------|
| <b>NONE THIS WEEK</b> |             |        |                   |             |             |

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

| LLNR                  | Name of Aid | Status | Chart<br>Affected | BNM<br>Ref. | LNM<br>Ref. |
|-----------------------|-------------|--------|-------------------|-------------|-------------|
| <b>NONE THIS WEEK</b> |             |        |                   |             |             |

**III TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED** This section contains temporary changes and corrections to Aids to Navigation for the current week. When aids are temporarily relocated for dredging, a temporary correction shall be listed in Section IV giving the new position.

#### TEMPORARY CHANGES

| LLNR  | Name of Aid                                | Status | Chart<br>Affected | BNM<br>Ref. | LNM<br>Ref. |
|-------|--|--------|-------------------|-------------|-------------|
| 31125 | STATE BOAT CH LT 5                         | TRUB   | 12352             | CG1-0250-00 | 29/00       |
| 36050 | NAVESINK RIV CH LB 15A<br>(SEE SECTION IV) | TRUB   | 12324             | CG1-0251-00 | 29/00       |

#### TEMPORARY CHANGES CORRECTED

| LLNR                  | Name of Aid | Status | Chart<br>Affected | BNM<br>Ref. | LNM<br>Ref. |
|-----------------------|-------------|--------|-------------------|-------------|-------------|
| <b>NONE THIS WEEK</b> |             |        |                   |             |             |

## IV CHART CORRECTIONS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. The mariner must decide which Chart(s) to correct. The following example explains the individual elements of a typical chart correction.

| Chart Number      | Chart Edition                           | Edition Date | Last Local Notice to Mariners | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners       |
|-------------------|---|--------------|-------------------------------|----------------------------|----------------------|--|
| ↓                 | ↓                                       | ↓            | ↓                             | ↓                          | ↓                    | ↓                                      |
| 12327             | 91 <sup>st</sup> Ed.                    | 04/19/97     | LAST LNM 26/97                | NAD 83                     | (CG1)                | 27/97                                  |
| (TEMP)            | NY-NJ-NEW YORK HARBOR - RARITAN RIVER   |              |                               |                            |                      |  |
| Add               | National Dock Channel Buoy 3, green can |              |                               |                            |                      | 40°41'09.0"N 074°02'48.1"W             |
| ↑                 | ↑                                       |              |                               |                            |                      | ↑                                      |
| Corrective Action | Object of corrective Action             |              |                               |                            |                      | Position                               |
|                   |   |              |                               |                            |                      | (Degrees, minutes, seconds and tenths) |

The letter (M) immediately following the chart number indicates that the correction should be applied to the Metric side of the chart only. (Temp) Indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM).

|                                    |   |                  |        |                        |  |                              |
|------------------------------------|---|------------------|--------|------------------------|--|------------------------------|
| 12324                              | 28th ed. 03/01/1997   | LAST LNM : 29/00 | NAD 83 |                        |  | 29/00                        |
| (Temp)                             | SANDY HOOK TO LITTLE EGG HARBOR   |                  |        |                        |  | CGD01                        |
| Change                             | Navesink River Channel Lighted Buoy 15A to Navesink River Channel Buoy 15A, Green can |                  |        |                        |  | 40-22-55.104N 074-00-44.164W |
| 12333                              | 31th ed. 06/17/2000   | LAST LNM : 29/00 | NAD 83 | NEW EDITION 12AHA12333 |  | 29/00                        |
|                                    | NY - NJ - KILL VAN KULL AND NORTHERN PART OF ARTHUR KILL                              |                  |        |                        |  | NOS SILVER SPRING            |
|                                    | (New edition dues to numerous Notice to Mariners changes)                             |                  |        |                        |  | 1:15,000/\$16.50             |
|                                    |   |                  |        |                        |  | CGD01                        |
| Relocate                           | Kill Van Kull Lighted Buoy 3 from 40-38-57.127N 074-04-09.327W to                     |                  |        |                        |  | 40-38-49.876N 074-03-47.857W |
| (TEMP)                             | Kill Van Kull Channel Lighted Buoy 5 from 40-39-02.400N 074-04-25.500W to             |                  |        |                        |  | 40-38-57.838N 074-04-13.073W |
| Add                                | Kill Van Kull Channel Lighted Buoy 6, Fl R 2.5s, Red                                  |                  |        |                        |  | 40-39'09.600N 074-04'49.700W |
| 13219                              | 11th ed. 09/12/1998   | LAST LNM : 17/00 | NAD 83 |                        |  | 29/00                        |
|                                    | POINT JUDITH HARBOR   |                  |        |                        |  | CGD01                        |
| Relocate                           | Point Judith Pond Channel Buoy 2 from 41-22-45.368N 071-30-54.407W to                 |                  |        |                        |  | 41-22-45.378N 071-30-53.968W |
| 13229                              | 26th ed. 11/09/1996   | LAST LNM : 25/00 | NAD 83 |                        |  | 29/00                        |
|                                    | SOUTH COAST OF CAPE COD AND BUZZARDS BAY  |                  |        |                        |  | NOS SILVER SPRING            |
| Add                                | 4 ft sounding at  |                  |        |                        |  | 41-33-02.400N 070-36-04.900W |
| Change                             | depth legend to: 6 FT 1997 at   |                  |        |                        |  | 41-32-39.500N 070-36-17.800W |
| 13230                              | 44th ed. 06/05/1999   | LAST LNM : 25/00 | NAD 83 |                        |  | 29/00                        |
|                                    | MA - BUZZARDS BAY   |                  |        |                        |  | NOS SILVER SPRING            |
| Add                                | 4 ft sounding at  |                  |        |                        |  | 41-33-02.400N 070-36-04.900W |
| Change                             | depth legend to: 6 FT 1997 at   |                  |        |                        |  | 41-32-39.500N 070-36-17.800W |
| 13309                              | 27th ed., 06/17/2000  | LAST LNM 31/99   | NAD 83 | NEW EDITION 13BHA13309 |  | 29/00                        |
|                                    | PENOBSCOT RIVER   |                  |        |                        |  | NOS SILVER SPRING            |
|                                    | Inset: Belfast Harbor   |                  |        |                        |  | 1:10,000                     |
|                                    | (New edition due to numerous Notice to Mariners changes)                              |                  |        |                        |  | 1:40,000/\$16.50             |
| NOSCATALOG4                        | 2000 – 2001 UNITED STATES – FREE CATALOG  |                  |        |                        |  | 29/00                        |
| GREAT LAKES AND ADJACENT WATERWAYS |   |                  |        |                        |  | NOS SILVER SPRING            |
|                                    |   |                  |        |                        |  | FREE                         |

Change chart limits designator 14830 M to 14830; designator is located at the lower west end of the Lake Erie catalog image.

Change chart limits designator 14827 to 14838; designator is located at the lower east end of the Lake Erie catalog image.

LNM 29/00 (CGD01)

## V ADVANCE NOTICES

This section contains advance notice of approved projects or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

| SUMMARY OF ADVANCED APPROVED PROJECTS |              |          |
|---------------------------------------|--------------|----------|
| WATERWAY                              | Project Date | Ref. LNM |
| MA/HINGHAM BAY                        | 28 JULY 2000 | 15/00    |
| NY/SHELTER ISLAND SOUND               | 15 SEPT 2000 | 28/00    |

**CT – NEW LONDON HARBOR** - The Coast Guard will be making the following change to Aids to Navigation to facilitate navigation through New London Harbor on or about **11 AUG 00**:

**Add** New London Harbor Channel Directional LT (LLNR 21948), Occ R 4s, centered on 174.5T and showing for 1.5 degrees to either side in PA 41-21-46.3N, 072-05-16.0W  
Chart(s): 13212, 13213, 12372 LNM 44/99 (CGD1).

**MA – BOSTON HARBOR – HINGHAM BAY** - The Coast Guard will be making the following change to Aids to Navigation to facilitate navigation through Hingham Bay on or about **28 July 00**:

**Change** Outer Seal Rock Buoy “B” (LLNR 11940) to Outer Seal Rock Isolated Danger Buoy “DSR” (LLNR 11940).  
Chart(s): 13270 LNM 15/00 (CGD1).

**NY/NJ – CAPE SABLE TO CAPE HATTERAS/WEST QUODDY HEAD TO NEW YORK** – Missile firing and extended gunex in altrv cgull, surface to 90,000 within the area bounded by 40-19N 067-52W, 38-55N 065-55W, 37-42N 067-20W, 39-03N 069-15W to point of origin from 10:00 to 5:00 **25 July 00** and 9:00 to 11:59 **26 July 00**. Mariners are advised to use extreme caution while transiting the area.  
Chart(s) 13303, 13306 LNM 25/00 (CGD1)

**OIL CONTAINMENT EXERCISE** - The USCGC KATHERINE WALKER will be conducting an exercise involving oil containment and recovery equipment from 0700 until 1300 local time on **27 July**. The equipment will be operated between, Military Ocean Terminal and Global Marine Terminal. The operation will not interfere with any arriving or departing vessels in terminal areas.  
LNM 28/00 (CGD1)

## VI PROPOSED CHANGES

This section contains notice of non approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to: Commander, First Coast Guard District (oan), 408 Atlantic Avenue, Boston, MA 02110-3350, unless otherwise noted.

### PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

| WATERWAY                     | Closing      | Docket No. | Ref. LNM |
|------------------------------|--------------|------------|----------|
| NY/EAST RIVER                | 24 July 2000 | N/A        | 24/00    |
| ME/PENOBSCOT BAY & APPRCHES  | 31 July 2000 | 01-00-17   | 23/00    |
| NY/BLOCK ISLAND SOUND        | 25 Aug 2000  | N/A        | 27/00    |
| ME/SOMES SOUND APPROACH      | 1 Sept 2000  | N/A        | 19/00    |
| NY/NJ                        | 1 Sept 2000  | N/A        | 26/00    |
| NY/KILL VAN KULL             | 30 Sept 2000 | 01-00-10   | 14/00    |
| NY/JAMAICA BAY/ROCKAWAY INLT | 30 Sept 2000 | N/A        | 28/00    |

**ME – PENOBSCOT BAY AND APPROACHES - EAST & WEST PENOBSCOT BAY - EGGEMOGGIN REACH - ROCKLAND HARBOR - BELFAST BAY - PENOBSCOT RIVER** - The Coast Guard is considering making the following changes to Aids to Navigation to facilitate navigation within Penobscot Bay and its approaches:

**Change** Devils Half Acre Buoy 5 (LLNR 4570) to Devils Half Acre Buoy 4 (LLNR 4570), Red nun.  
**Delete** Two Bush Channel Rock Buoy 2 (LLNR 4545).  
**Change** Two Bush Channel Buoy 3 (LLNR 4550) to Two Bush Channel Buoy 6 (LLNR 4550), Red nun.  
**Change** Two Bush Ledge Lighted Bell Buoy TB (LLNR 4555) to Two Bush Ledge Lighted Bell Buoy 5TB (LLNR 4555), Green, Fl G 4s, 4NM nominal range.  
**Change** Alden Rock Buoy (LLNR 4560) to Alden Rock Isolated Danger Buoy DAR (LLNR 4560), Black can with red bands and two black spherical topmarks.  
**Change** Northern Triangles Buoy 1 (LLNR 4535) to Northern Triangles Buoy 2 (LLNR 4535), Red nun, in PA 43-56-30.0N, 069-02-30.0W Northwest of Shoals.  
**Change** Two Bush Channel Shoal Buoy TBS (LLNR 4530) to Two Bush Channel Shoal Isolated Danger Buoy DTBS (LLNR 4530), Black can with red bands and two black spherical topmarks.  
**Change** Two Bush Channel Shoal Buoy 2A (LLNR 4520) to Rockweed Shoal Buoy 7 (LLNR 4520), Green can, and relocate to PA 43-58-30.0N, 069-01-18.0W, East of 32 foot spot.  
**Change** Junken Ledge Buoy J (LLNR 4040) to Junken Ledge Isolated Danger Buoy DJ (LLNR 4040), Black can with red bands and two black spherical topmarks.  
**Change** Twenty Five Foot Rock Buoy 1A (LLNR 4055) to Twenty Five Foot Rock Buoy 9 (LLNR 4055).  
**Delete** Monroe Island Light (LLNR 4070).  
**Change** Monroe Island Bell Buoy 3 (LLNR 4075) to Monroe Island Lighted Bell Buoy 11 (LLNR 4075), Green, Fl G 4s, 4NM nominal range.  
**Relocate** West Penobscot Bay Entrance Lighted Gong Buoy PB (LLNR 4120) to PA 44-05-54.0N, 069-00-12.0W.  
**Relocate** Rockland Dumping Ground Lighted Buoy DG (LLNR 4030) to PA 44-07-10.2N, 069-00-06.0W.  
**Change** Robinson Rock Whistle Buoy 8 (LLNR 4250) to Robinson Rock Bell Buoy 12 (LLNR 4250) in PA 44-09-00.0N, 068-59-05.0W, off west end of reef.  
**Delete** Mark Island Point Daybeacon (LLNR 4255).  
**Delete** The Graves Light 5 (LLNR 4300).

**Change** The Graves Gong Buoy 7 (LLNR 4305) to The Graves Lighted Gong Buoy 13 (LLNR 4305), Green, Fl G 6s, 4NM nominal range.

**Delete** Spruce Head Lighted Bell Buoy 9 (LLNR 4430).

**Relocate** Islesboro Island Lighted Bell Buoy II (LLNR 4435) to PA 43-23-12.2N, 068-54-54.5W.

**Delete** Stockton Harbor Entrance Buoy 3 (LLNR 4490).

**Delete** Steels Ledge Monument Light 4 (LLNR 4440).

**Change** Steels Ledge Bell Buoy 2 (LLNR 4445) to Steels Ledge Lighted Bell Buoy 2 (LLNR 4445), Red, Fl R 4s, 3NM nominal range.

**Change** West Penobscot Bay Approach Lighted Bell Buoy WP (LLNR 3300) to Penobscot Bay East Approach Lighted Whistle Buoy PBA (LLNR 3300), Mo (A) W, 6NM nominal range, in PA 43-55-36.5N, 068-39-24.0W.

**Add** Three Fathom Ledge Lighted Isolated Danger Buoy DTF (LLNR 3307), Black can with red bands and two black spherical topmarks, Fl (2) W 5s, 4NM nominal range, in PA 43-54-18.0N, 068-42-06.0W, East of 16 foot ledge.

**Add** Penobscot Bay Buoy 2 (LLNR 3302), red nun, in PA 43-55-42.2N, 068-53-05.0W.

**Change** Bay Ledge Whistle Buoy 2 (LLNR 3305) to Bay Ledge Isolated Danger Gong Buoy DBL (LLNR 3305), Black can with red bands and two black spherical topmarks.

**Delete** Perry Ledge Buoy 2A (LLNR 4045).

**Change** Matinicus South Breaker Buoy MSB (LLNR 3210) to Matinicus South Breaker Isolated Danger Buoy DMSB, Black can with red bands and two black spherical topmarks.

**Change** Bantam Ledge Buoy BL (LLNR 3225) to Bantam Ledge Isolated Danger Buoy DBL (LLNR 3225), Black can with red bands and two black spherical topmarks.

**Delete** Whaleback Buoy 7 (LLNR 3270).

**Delete** Green Island Seal Ledge Whistle Buoy SL (LLNR 3290).

**Change** Rockland Harbor Main Channel Buoy 2 (LLNR 4155) to Rockland Harbor Main Channel Lighted Buoy 2 (LLNR 4155), Red, Fl R 4s, 3NM nominal range.

**Change** Rockland Harbor Main Channel Buoy 4 (LLNR 4160) to Rockland Harbor Main Channel Lighted Buoy 4 (LLNR 4160), Red, Fl R 2.5s, 3NM nominal range.

**Delete** Shipyard Ledge Daybeacon 5 (LLNR 4290).

**Delete** Eagle Island Light (LLNR 3455).

**Change** Eagle Island Gong Buoy 3A (LLNR 3460) to Eagle Island Lighted Gong Buoy 3A (LLNR 3460), Green, Fl G 4s, 4NM nominal range.

**Delete** Pumpkin Island Dry Ledge Daybeacon PI (LLNR 2955).

**Change** Penobscot River Buoy 6 (LLNR 3610) to Penobscot River Lighted Buoy 6 (LLNR 3610), Red, Oc R 4s, 3NM nominal range.

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to **31 JULY 00** to facilitate the process. Refer to Docket No. 01-00-17. In addition to the address listed on the front cover, e-mail can be sent to: [jmauro@d1.uscg.mil](mailto:jmauro@d1.uscg.mil) and faxes to (617) 223-8073.

Chart(s): 13301, 13302, 13303, 13305, 13307, 13309 LNM 23/00 (CGD1)

**OFF AIR TIME** – Providing no objections, USCG NAVCEN is planning to approve an Off Air Request for the Penobscot, ME DGPS site on 12 September 2000. Please respond no later than **26 Jul 00** with any problems. The site will be taken down for a two hour span from 0900-1100 to perform preventive maintenance. An alternate date of 13 Sep will be authorized in case primary date can't be used. If you have any questions please contact CWO2 John Cavanaugh at email: JCavanaugh@navcen.uscg.mil  
LNM 29/00 (CGD1)

**ME – MUSCONGUS BAY** - The Coast Guard is conducting a Waterways Analysis Review of the St George River to include, Port Clyde Approach, St. George River, Passage Northward of Cow Island, Friendship Harbor, and Meduncook River. Mariners and other concerned parties are invited to comment on the aids to navigation and other aspects of this waterway. Any comments or recommended changes to aids to navigation in this waterway should be received no later than **31 August 2000** to be considered. Send comments to: Commanding Officer USCGC Abbie Burgess (WLM-553), c/o CG Station, 54 Tillson Ave, Rockland, ME, 04841-3498, ATTN: QM1 Suydam (207) 594-2681, e-mail: uscg553@mint.net  
Chart(s): 13301, 13302 LNM 29/00 (CGD1).

**NY/NJ – RARITAN RIVER** – The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Raritan River, Raritan River Cutoff Channel, Ward Pt. Secondary Channel including Great Beds Reach, and Raritan River South Channel. This study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any interested mariners are invited to provide comments or participate in a user survey should contact: Commanding Officer, USCGC KATHERINE WALKER (WLM-552), P. O. Box 2010 Bayonne, NJ., 07002-7010, ATTN: QM1 Brian Miller @ phone: 201-443-5311, fax: 201-755-1339 or cell phone: 201-657-6118.  
Chart(s) 12327, 12331, 12332 LNM 29/00 (CGD1)

## VII GENERAL

This section contains information of general concern to the mariner. Mariners are advised to use caution while transiting these areas.

### SUMMARY OF EFFECTIVE DREDGING/CONSTRUCTION OPERATIONS

The following is a listing of marine construction and dredging projects still in effect in the First District. All mariners are advised to use caution in these areas. The LNM REF column refers to the LNM in which the article first appears and where detailed information may be obtained. The dates listed for completion are tentative. An asterisk in the left margin marks new information.

| LOCATION          | SUBJECT                     | COMPLETION DATE | LNM REF |
|-------------------|-----------------------------|-----------------|---------|
| US/NE SEACOAST    | Cable laying                | 30 July 2000    | 26/00   |
| MA/CAPE COD CANAL | Entrance Breakwater Repairs | 31 July 2000    | 21/00   |
| NJ/RAHWAY RIVER   | Barge loading/unloading     | 31 July 2000    | 21/00   |

|                       |                             |                      |       |
|-----------------------|-----------------------------|----------------------|-------|
| NY/BROOKLYN           | Dredging                    | 11 August 2000       | 26/00 |
| MA/BOSTON HARBOR      | Caged mussel study          | 31 August 2000       | 28/00 |
| NY/NJ/ KILL VAN KULL  | Disposal operations         | September 2000       | 35/99 |
| MA/GEORGES BANK       | Construction                | 31 October 2000      | 25/00 |
| NJ/PORT ELIZABETH     | Dredging                    | 24 November 2000     | 25/00 |
| NY/EAST RIVER         | Bulkhead reconstruction     | February 2001        | 16/00 |
| NY/KILL VAN KULL      | Dredging                    | March 2001           | 11/00 |
| NY/NEW YORK HARBOR    | Dredging/Hydrographic Srvys | March 2001           | 23/00 |
| NY/HOWARD BEACH/BEACH |                             |                      |       |
| CHANNEL/BROAD CHANNEL | Bridge Construction         | December 2002        | 14/00 |
| US/SEACOAST           | Cable Laying                | until further notice | 23/00 |

**ME – EASTPORT** - On June 28, 2000, NOAA's National Ocean Service deployed three current meters in the waters surrounding the Eastport, Maine area. The current meters use acoustic frequencies of 300 kHz and 600 kHz to measure the water currents. They are all enclosed in small truncated pyramid-shaped aluminum platforms that rest on the sea floor. The platforms have approximately a 6 ft x 6 ft footprint, and stand about two feet above the bottom.

The first current meter is deployed in a depth of approximately 83.8 meters (MLLW), positioned midway between Grand Manan Island, Canada and Eastern Head, Maine. This system will remain in this location until approximately September 6, 2000. The coordinates are: 44 deg 45.04' N Latitude 66 deg 56.98' W Longitude

The second current meter is deployed in a depth of approximately 26.9 meters (MLLW), in the St. Croix River, Maine, positioned midway between the western shore of New Brunswick, Canada (near St. Andrews) and Robbinston, Maine. This system will remain in this location until approximately September 6, 2000. The coordinates are: 45 deg 04.58' N Latitude 67 deg 06.06' W Longitude

The third current meter is deployed in a depth of approximately 31.7 meters (MLLW), positioned midway between Estes Head and Treat Island, Maine. This system will remain in this location until approximately September 6, 2000. The coordinates are: 44 deg 53.28' N Latitude 66 deg 59.74' W Longitude  
Chart (s) 13006 LNM 29/00 (CGD1)

**MA – BOSTON HARBOR** - Washington Group International (formerly Raytheon Engineers & Constructors, Inc.) will be delivering equipment and supplies for construction of the Sithe Mystic Station Redevelopment Project to the project site in Everett by barge. Vessels will initially deliver materials to the MASSPORT/Revere Sugar and Flatley/Amstar properties in Charlestown for staging, and then transfer materials to the Everett site by barge as needed for construction. Barge traffic may vary, but will typically consist of one daily cross-river trip back and forth of one loaded and one unloaded barge, weekdays from **July 2000 – May 2001**. (Note: approximately 8 deliveries of heavy equipment will be unloaded directly to the project site or to the Charlestown properties before the end of 2000.) Barge deliveries will be piloted by Sterling Equipment, Inc.; for information contact Sterling at 617-561-4469 or at radio frequency VHF Ch. 16 (156.800 MHZ) or VHG Ch. 13 (156.650 MHZ), or contact Bob Proudfoot, Chief Field Engineer at 617/387-9200, X108.  
Chart(s) 13272 LNM 29/00 (CGD1)

**NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET** - Severe shoaling has been reported in Shinnecock Bay Channel approximately 100 yds to the west of Shinnecock Bay Channel Buoy 15 (LLNR 30760). This shoaling extends across the width of the channel and has an approximate maximum depth of 2.9ft at high tide. All mariners are advised to use extreme caution in the area.  
Chart(s) 12300 LNM 29/00 (CGD1)

**ME – CASCO BAY** – Hydrographic surveys are being conducted in Casco Bay and Portland, ME. Until approximately 17 August 2000. The hours of operation are 12 hours a day during daylight hours. On scene is the M/V OCEAN EXPLORER, which is monitoring channels 13, 16 and 68. The vessel will be displaying restricted maneuvering day shapes and/or light signals as appropriate. All mariners are requested to give the OCEAN EXPLORER a wide berth in order to avoid becoming fouled in the instrumentation or otherwise interfering with survey operations. For updated daily messages on the current days activities please call toll free 877-511-4630.  
Chart(s) 13290, 13292 LNM 29/00 (CGD1)

#### BRIDGE SECTION

| BRIDGE               | TYPE | WATERWAY            | NM    | SUBJECT                           | REF/LNM |
|----------------------|------|---------------------|-------|-----------------------------------|---------|
| Summer Street        | R    | Reserved Channel    | 0.9   | Bridge Construction               | 26-00   |
| Wentworth            | B    | Little Harbor       | 0.8   | Bridge Repairs & Painting         | 23-00   |
| International        | F    | St John River       | 232.0 | Bridge Repairs                    | 24-00   |
| I-93 Main Line       | F    | Charles River       | 0.6   | Bridge Construction               | 18-00   |
| P. J. McArdle        | B    | Chelsea River       | 0.3   | Bridge Construction               | 23-00   |
| New Rt 3A            | B    | North River         | 1.6   | Bridge Construction               | 29-00   |
| Old Providence Road  | F    | Palmer River        | 0.7   | Bridge Construction               | 18-00   |
| New Brightman Street | B    | Taunton River       | 2.1   | New Bridge Construction           | 18-00   |
| Rt 3A                | B    | Weymouth Fore River | 2.8   | Bridge Construction               | 21-00   |
| Mount Hope           | F    | Mount Hope Bay      | 0.0   | Bridge Rehabilitation             | 21-00   |
| I-95                 | F    | Piscataqua River    | 4.5   | Bridge Painting                   | 26-00   |
| Tomlinson            | B    | Quinnipiac River    | 0.0   | Bridge Replacement                | 21-00   |
| Grand Street         | B    | Pequonnock River    | 0.9   | Bridge Demolition                 | 21-00   |
| Route 1 (Singing)    | F    | Patchogue River     | 0.6   | Bridge Rehabilitation             | 18-00   |
| Manhattan Bridge     | F    | East River          | 1.1   | Bridge Rehabilitation             | 18-00   |
| Manhattan Bridge     | F    | East River          | 1.1   | Bridge Inspection                 | 20-00   |
| Triborough           | F    | East River          | 7.8   | Inspection/Vert. Clear. Reduction | 29-00   |
| Throgs Neck          | F    | East River          | 15.8  | Inspection/Vert. Clear. Reduction | 27-00   |

|                          |    |                  |       |                                   |       |
|--------------------------|----|------------------|-------|-----------------------------------|-------|
| Route 103                | F  | Erie Canal       | 28.8  | Bridge Rehabilitation             | 24-00 |
| Robert Moses Causeway    | F  | Great South Bay  | 7.3   | Bridge Rehabilitation             | 25-00 |
| 125 <sup>th</sup> Street | VL | Harlem River     | 1.3   | Bridge Inspection                 | 20-00 |
| Macombs Dam              | SW | Harlem River     | 3.2   | Bridge Rehabilitation             | 18-00 |
| Broadway                 | VL | Harlem River     | 6.8   | Vert./Horiz. Clear. Reduction     | 29-00 |
| George Washington        | F  | Hudson River     | 11.0  | Bridge Rehabilitation             | 18-00 |
| Tappan Zee               | F  | Hudson River     | 27.0  | Bridge Rehabilitation             | 21-00 |
| Bear Mountain            | F  | Hudson River     | 46.7  | Main Cable Rehabilitation         | 29-00 |
| Mid-Hudson               | F  | Hudson River     | 75.6  | Painting/Vert. Clear. Reduction   | 29-00 |
| Kingston-Rhinecliff      | F  | Hudson River     | 94.3  | Deck Replacement                  | 20-00 |
| Troy-Menands             | F  | Hudson River     | 150.2 | Tower Removal                     | 22-00 |
| Marine Parkway           | VL | Jamaica Bay      | 3.0   | Vert. Clear. Reduction            | 15-00 |
| Beach Channel            | SW | Jamaica Bay      | 6.7   | Bridge Rehabilitation             | 25-00 |
| Verrazano                | F  | New York Harbor  | 0.0   | Inspection/Vert. Clear. Reduction | 18-00 |
| Atlantic Beach           | B  | Reynolds Channel | 0.4   | Bridge Rehabilitation             | 25-00 |
| Wantagh State Pkwy       | F  | Sloop Channel    | 15.4  | Channel Closure                   | 25-00 |
| Outerbridge Crossing     | F  | Arthur Kill      | 2.0   | Bridge Inspection                 | 24-00 |
| Goethals                 | F  | Arthur Kill      | 11.5  | Sidewalk Repairs                  | 29-00 |
| So Front Street          | B  | Elizabeth River  | 0.0   | Structural Repairs                | 23-00 |
| Rt 1 & 9                 | VL | Hackensack River | 1.8   | Deck Replacement                  | 24-00 |
| Lower Hack               | VL | Hackensack River | 3.4   | Pinion Shafts Replacement         | 27-00 |
| Rt 1 & 9                 | VL | Passaic River    | 1.8   | Deck Replacement                  | 24-00 |
| Route 9                  | F  | Raritan River    | 2.1   | Bridge Replacement                | 29-00 |

KEY: F-Fixed SW-Swing R-River C-Canal CK-Creek B-Bascule VL-Vertical Lift  
Ch-Channel Hbr-Harbor Th-Thoroughfare NM-Nautical mile.

**MA - MASSACHUSETTS BAY - NORTH RIVER - Bridge Construction** - Work is underway at the new Route 3A Bridge across North River at mile 1.6, between Marshfield and Scituate, Massachusetts. A barge will be located on the south side of the waterway at the abutment of the new bridge during construction. Mariners should exercise caution while transiting the area.  
Chart 13267 LNM 29/00 (CGD1)

**NY - NEW YORK TO WAPPINGER CREEK - HUDSON RIVER - Main Cable Rehabilitation** - Rehabilitation to the main cables at the Bear Mountain Bridge across Hudson River at mile 46.7 is in progress. A temporary catwalk is installed under the entire length of the two main cables. No vertical or horizontal clearance reduction will occur.  
Chart 12343 LNM 29/00 (CGD1)

**NY - NEW YORK TO WAPPINGER CREEK - HUDSON RIVER - Bridge Painting/Reduction of Vertical Clearance** - Cleaning and painting operations at the Mid-Hudson Bridge across Hudson River at mile 75.6 is in progress. A 48ft by 55ft traveler platform reducing vertical clearance by five feet is operating over the navigable channel. Traveler platform will be marked by 4 red lights in the lower four-corners. Hours of operation are from 0700 to 0700, Monday through Saturday. Mariners may contact contractor during work hours at (845) 471-7369 or cell phone (716) 303-0299 two hours in advance to move the platform out of the channel.  
Chart 12343 LNM 29/00 (CGD1)

**NY - NEW YORK HARBOR - EAST RIVER - HARLEM RIVER - Vertical/Horizontal Clearance Reduction** - Painting of the Broadway VL Bridge across Harlem River at mile 6.8 will commence or about 10 July 2000. Contractor will be installing protective shielding under half of the span (Manhattan side), reducing the vertical clearance by approximately 3 feet. Unobstructed horizontal clearance of approximately 144 feet will be available. Protective shielding will be marked by 4 red lights in the lower four-corners. Mariners are advised to transit the Bronx side of the span and exercise caution when transiting the area.  
Chart 12342 LNM 29/00 (CGD1)

**NY - TALLMAN ISLAND TO QUEENSBORO BRIDGE - EAST RIVER - Bridge Inspection/Reduction of Vertical Clearance** - Inspection of the Triborough Bridge across East River at mile 7.8 is in progress. A moveable scaffolding measuring 3ft by 25ft will be operating under the bridge. Available vertical clearance will be reduced approximately 5ft by the scaffolding. Hours of operation will be from 0730 to 1800, Monday through Friday. After work hours the scaffolding will be moved out of the navigable channel. During work hours, mariners can contact the contractor via marine radio channel 13/16 VHF-FM one hour in advance to move the scaffolding out of the channel. This project is expected to be completed by 4 August 2000. Mariners advised to exercise caution when transiting the area.  
Chart 12339 LNM 29/00 (CGD1)

**NJ - RARITAN RIVER - Bridge Replacement** - Construction of the Route 9 Bridge across Raritan River at mile 2.1 is in progress. Steel sheeting is being built around the piers and abutments during construction of a new bridge. Mariners are advised to exercise caution when transiting the area.  
Chart 12332 LNM 29/00 (CGD1)

**NY & NJ - NEW YORK HARBOR - KILL VAN KULL - ARTHUR KILL - Sidewalk Repairs** - Repairs to the bridge sidewalk at the Goethals Bridge across Arthur Kill at mile 11.5 is in progress. Scaffolding and netting will be installed under and on the side of the bridge, however, there will be no reduction of vertical clearance. At times some welding and burning will be conducted. Contractor will be monitoring channel 13/16 VHF-FM when conducting hot work, and will cease operation when vessel is approaching and will not start again until the vessel has passed the bridge. Mariners are advised to exercise caution when transiting the area.  
Chart 12327 LNM 29/00 (CGD1)

## VIII LIGHT LIST CORRECTIONS

An asterisk \*, indicates the column in which a correction has been made or new information added.

| (1)<br>No. | (2)<br>Name and location | (3)<br>Position | (4)<br>Characteristic | (5)<br>Ht | (6)<br>Rng | (7)<br>Structure | (8)<br>Remarks |
|------------|--------------------------|-----------------|-----------------------|-----------|------------|------------------|----------------|
|------------|--------------------------|-----------------|-----------------------|-----------|------------|------------------|----------------|

NONE THIS WEEK

### Marine Events

| LOCATION  | DATE/S                  | TIME                   | EVENT/SPONSOR   | CHART                  |
|---|-------------------------|------------------------|---|------------------------|
| NJ – Navesink River, Red Bank to the Oceanic Bridge (in August)             | Sundays<br>Tuesdays     | 1300-1600<br>1830-2000 | Sailboat Series Races, Monmouth Boat Club               | 12324                  |
| Sandy Hook and Raritan Bays   | Wednesdays<br>In August | 1830-2100              | Summer Race Series                                      | 12331,<br>12401, 12402 |
| NJ – Sandy Hook Bay, Atlantic Highlands to Sandy Hook Point                 | 08/05                   | 1100-1700              | Catamaran Series Races/ Sandy Hook Bay Catamaran Club   | 12401                  |
| NY – Anchorage Channel, The Battery to Federal Anchorage No. 21-C           | 08/05                   | 1000-1500              | Astor Cup / New York Yacht Club Providence, RI          | 12334<br>12335         |
| NY – Peekskill Bay, 360-yard radius Safety zone around 41-17-16N 073-56-18W | 08/05 (r/d<br>08/06     | 2030-2200              | Peekskill Festival Fireworks / Peekskill Festivals Inc. | 12343                  |
| Sandy Hook and Raritan Bays   | 08/12                   | 1300-1800              | Summer Race Series                                      | 12331,<br>12401, 12402 |
| NJ – Navesink River, Red Bank to the Oceanic Bridge                         | 8/12                    | 1300-1530              | Sailboat Series Race, Monmouth Boat Club                | 12324                  |
| NJ – Navesink River, Red Bank to the Oceanic Bridge                         | 8/26                    | 1000-1500              | Lucky Hand Regatta, Monmouth Boat Club                  | 12324                  |

Publication-National Ocean Service-U.S. Coast Pilot 1, Atlantic Coast: Eastport to Cape Cod, 1998 (31st) Edition. Change No. 15.

### Coast Pilot 1 31<sup>st</sup> Ed 1998 Corrections

Page 141-Paragraph 359, lines 6-9; read:  
1996, the controlling depths were 3 feet in the entrance channel to Horton Rocks, about 1 mile above the entrance on the west side of the channel, thence 3 feet at midchannel for about 1.6 miles, and thence 1 foot (4½ feet at midchannel) for about ...

(BPs 169437-39; BPs 169442-45; CL 1592/99)

Page 157-Paragraph 281, lines 4-7; read:  
fishermen. In 1997, the harbor had depths of about 13 feet in the center, about 6 to 10 feet along the north and south sides, and about 6 feet in the access channel leading to a basin off the town landing at the head; depths of about 2½ to 7 feet were available in ...

(BP 169338)

Page 200-Paragraph 647, lines 6-10; read:  
November 1998-April 1999, the controlling depths were 43 feet in the entrance from sea to Fort Gorges, thence 27 feet (33 feet at midchannel) to Portland Bridge, thence 26 feet (34 feet at midchannel) to the turning basin, thence 33

feet in the turning basin to the head of the project. Depths of 40 feet were available in Diamond ...

(BPs 169127-29; CL 178/00; BPs 170339-40)

Page 200-Paragraph 652, lines 3-4; read:  
Bridge (Million Dollar Bridge) has a bascule span with a clearance of 55 feet. (See **117.1 through 117.59**, chapter 2, for drawbridge ...

(CL 561/98; CL 1805/98; CL 513/94)

Page 200-Paragraph 655, line 1; read:

**Diamond Island Roads**, with depths of 40 to 45 feet, is ...

(BPs 170339-40; CL 178/2000)

Page 202-Paragraph 687; read:

1. Main Ship Channel.

(a) Between a line drawn from Portland Head Light to Cushing Island Bell Buoy 2CI, and a line drawn from Spring Point, where the breakwater meets the shore, to the lighted day marker #2 on House Island, the speed of vessels shall not exceed 20 knots.



(b) Between a line drawn from Spring Point, where the breakwater meets the shore, to the lighted day marker #2 on House Island, and a line drawn from Bug Light (an abandoned light house in South Portland) to lighted day marker #6 on Diamond Island Ledge, the speed of vessels shall not exceed 15 knots.

(c) Between a line drawn from Bug Light (an abandoned light house in South Portland) to lighted day marker #6 on Diamond Island Ledge, and a line drawn from the Maine State Pier to Portland Pipe Line Pier, the speed of vessels shall not exceed 10 knots.

(d) Between a line drawn from the Maine State Pier to Portland Pipe Line Pier #1, and a line created by the Veterans Memorial Bridge, the speed of vessels shall be headway speed only, not to exceed 10 knots, with NO WAKE.

2. Portland.

(CL 329/99)

Page 202-Paragraph 692, line 1; read:

3. South Portland. All areas south of the following line:

...

(CL 329/99)

Page 209-Paragraph 112, lines 2-4; read:  
an anchorage basin about 0.5 above the jetties. In February 1999, the controlling depth was 6 feet in the jettied entrance channel; thence in 1996, 5 feet to Buoy 4, thence 1 foot to the basin with the basin bare.

(BP 169866; CL 1965/99)

Page 213-Paragraph 206, lines 5-7; read:  
above Frankfurt Island in Piscataqua River. In April 1998-May 1999, the controlling depth in the dredged channel was 27 feet to the turning basin, and thence 33 feet in the basin.

(BPs 170604-08; CL 327/00; BP 169334; CL 1504/99)

Page 221-Paragraph 393, lines 3-4; read:

entrance. In September 1998-August 1999, the controlling depth was 12 feet in the bar channel; thence 7½ feet in the marked ...

(BPs 169652-55; CL 1789/99)

Page 225-Paragraph 475; read:

In 1992-1994, a reported depth of 2 feet in the left half and 3½ feet in the right half of the channel could be carried from **Conomo Point** to Bull Island, thence 3½ feet to Ebben Creek, thence 1½ feet (right outside quarter) to the town of Essex. Above Conomo Point, the town of Essex maintains midchannel spar buoys from April 1 to October 1. The channel is narrow and difficult to follow. Mariners should obtain local knowledge before navigating the river.

(BPs 163957-71; CL 188/98)

Page 232-Paragraph 93, lines 8-10; read:

sailing line. In 1997, the dredged section of Salem Channel had a controlling depth of 26 feet (29 feet at midchannel), thence 27 feet in the turning basin. Salem Channel is well marked.

(CL 523/2000; BPs 170968-71)

Page 246-Paragraph 166, line 6; read:

from below the bridge. In August 1997-1999, two bridges were being built close west of the Interstate 93 highway bridge and east of the MBTA bascule bridge. The Mainline Bridge, west of the Interstate 93 bridge, has a fixed span with a design clearance of 23 feet and the Storrow Drive Bridge, about 100 feet west of the Mainline Bridge, has a fixed span with a design clearance of 36 feet. Both bridges will replace the Interstate 93 highway bridge when completed. The Massachusetts Bay Transportation ...

(CL 1708/97; CL 1668/98; 30/99 CG1)

Page 246-Paragraph 170, line 6; read:

channel has a clearance of 9 feet. The horizontal clearance in the ...

(CL 489/00)

Publication-National Ocean Service-U.S. Coast Pilot 1, Atlantic Coast: Eastport to Cape Cod, 1998 (31st) Edition. Change No. 16.

Coast Pilot 1 31<sup>st</sup> Ed 1998 Corrections

Page 121-Paragraph 199, lines 5-12; read:  
the river about 0.2 mile eastward of the bridge. In 1995, the controlling depth was 3 feet (4½ feet at midchannel) to the town wharf except for shoaling to bare in the turning basin at the head of the project; depths of 5½ feet were available in the lower anchorage except for lesser depths along the western limit, about 0.6 mile below the bridge at Milbridge, and 1½ to 5 feet were available in the upper anchorage except for shoaling to bare along the western limit. The channel is narrow and crooked ...

(BPs 170101-05; CL 2251/99)

In 1996, the midchannel controlling depth in the dredged channel was 24 feet to within 200 feet of the ...

(BPs 159661-62; CL 1420/96)

Page 247-Paragraph 196, read:

In 1997, the controlling depths in the dredged channel through Dorchester Bay were 13 feet (14 feet at midchannel) to Buoy 9, thence 4 feet (5½ feet at midchannel) to the Neponset highway bridge.

(BPs 170088-95; CL 2249/99)

Page 246-Paragraph 179, lines 1-2; read:

Page 247-Paragraph 203, lines 1-2; read:

Three highway bridges, two fixed and one bascule, and a fixed railroad bridge cross Neponset River below the dam at Milton.

(CL 1159/99)

Page 248-Paragraph 230, lines 5-6; read:

Quincy Point. The channel is well marked. In 1996, the controlling depths were 26 feet (31 feet at midchannel) to the highway bridge at Quincy Point, thence 29 feet to the head of the project. There was 29 feet available in the turning basin 0.5 mile above the highway bridge. Natural ...

(BPs 169787-94; CL 1886/99)

Page 248-Paragraph 230, lines 8-10; read:  
about 1.3 miles above the turning basin.

(NOS 13270)

Page 249-Paragraph 233, lines 5-8; read:

**and 117.621**, chapter 2, for drawbridge regulations.) Three overhead power cables cross the river at: 0.7 mile, 1.1 miles, and 1.3 miles above the State Route 3A highway bridge. The first two overhead cables, 0.7 mile and 1.1 miles, have clearances of 150 feet and 100 feet, respectively. The third overhead cable, 1.3 miles, has a reported clearance of 58 feet. State Route 53 crossing at Weymouth has a fixed span with a clearance of 11 feet.

(41/99 CG1)

Page 249-Paragraph 246, lines 4-5; read:

Neck. In 1988, the controlling depth in the dredged channel to the wharf was 14 feet. The channel is buoyed.

(BP 135900)

Page 251-Paragraph 10, lines 7-12; read:

of the Cohasset Cove anchorage. In January 1999-February 2000, the controlling depths were 6½ feet to Cohasset Cove anchorage, thence 5 to 7 feet in the anchorage, thence 4 feet in the anchorage southward of

Cohasset Cove anchorage, thence 4 feet in the easterly anchorage in Bailey Creek, and 4 feet in westerly anchorage shoaling to 1½ feet at the head of the project. The channel into Cohasset Cove is marked by lights and ...  
(BP 168909; CL 1124/99; BP 170758; CL 444/00)

Page 252-Paragraph 22, lines 4-7; read:

May 1999, the controlling depth was 7 feet with lesser depths along the southeast limits, and then 6½ to 10 feet available in the basin. Another dredged anchorage basin north of the entrance channel, just inside the jetties, had depths of 4½ to 10 feet with shoaling along the ...

(BP 169103; CL 1331/99)

Page 253-Paragraph 49, lines 8-9; read:

in about 42°04'34.2"N., 70°37'49.0"W. A small jetty is on each side of the entrance; the east jetty is marked by a light. A ...

(NOS 13253)

Page 255-Paragraph 84, lines 1-2; read:

**Communications.**-Plymouth has local taxi service and bus service to Boston and ...

(CL 301/95)

Page 256-Paragraph 118, lines 4-5; read:

northwestward of the entrance, marks the approach. In June 1999, the midchannel controlling depth was 3 feet from the entrance to the basin with shoaling to less than ½ foot in about 41°45'18"N., 70°09'12"W., and ...

(BP 169467; CL 1625/99)

Page 257-Paragraph 132, line 8; read:

the sunken wreck in about 41°49'48"N., 70°08'36"W.

(NOS 13246)

Page 260-Paragraph 42 through Paragraph 45; read:

Upper Chesapeake Bay.

(DOLE/2000)